

APPENDIX 2 - OBJECTIONS

25.9.18

RECEIVED
27 SEP 2018

Barnsley Road
FLOCKTON
WF4 4DH

Dear Ms Muscroft,

I quote reference DEV/JE/D116-1804, and wish to convey my concerns about the proposed TRO concerning the route along Barnsley Road in Flockton.

I feel strongly that the signs should adequately enforce the 'one way' system for HGVs - i.e. they should not be travelling eastwards through Flockton. If signs say 'except for access', I feel many drivers will abuse this, and claim they are delivering to a Flockton address.

At present there are large numbers of HGVs driving through from Grange Moor. I have followed a lot of these, and seen them heading for the M1 - despite the existing signs at Grange Moor.

If the new TRO states 'access only', it will need policing, and I don't believe there will be the man power to do this. Hopefully I am wrong!

Looking at the plan and map, I don't understand why the 'red line' route begins below Grange Moor roundabout, and steps '90 metres' after Hardcastle Lane junction??

Hoping these comments will be considered,
Kind regards,

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12 OCT 2018

[REDACTED]
Barnsley Road
Flockton
Wakefield
West Yorkshire
WF4 4DW

Tuesday 9th October 2018

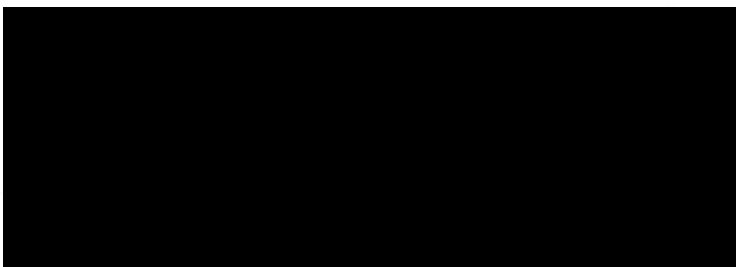
Legal Governance and Monitoring
Kirklees Council
2nd Floor
High Street Buildings
Huddersfield
HD1 2ND

Reference: DEV/JE/D116-1804.

I would like to register my objection to elements of the Traffic Regulation Order affecting various roads in Flockton Moor, Emley, Middlestown and Overton you have proposed. I believe that the redrafting of the order to permit access to weight restricted vehicles to Flockton village in an eastbound direction for "access" will have the effect of making it more difficult to enforce the 'gyratory' system for HGVs as originally set out in the 1971 regulations. Any restricted vehicles going through the village in the eastbound direction will have to be followed through the village by enforcement officers to prove they are not undertaking one of the exceptions you have included in the order. I have specific objection to the clauses below as restricted vehicles can use the 'gyratory' route through Netherton as a mean of accessing the village from the east. The same applies for vehicles requiring access to Emley. I do, however, concede that agricultural vehicles should be include in the exemption as these are rural communities and they should be treated as local traffic.

- 4 (a) i building, industrial or demolition operations;
- 4 (e) for or in connection with the conveyance of goods to or from any premises on or adjacent to that length of road, or any other road accessible from and only from that length of road;
- 4 (f) to proceed to or from any premises which are situated adjacent to that length of road and at which time the vehicle is to be, or has been, garaged, serviced or repaired.
- 4 (g) to access to and egress from any premises which are situated adjacent to that length of road to proceed and to return from the said premises along the same route

Please can you include these concerns and objections in your drafting of the traffic order.



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 Barnsley Road, Flockton, Wakefield, WF4 4AL

Julie Muscroft
Streetscene & Housing Service,
Flint Street, Fartown,
Huddersfield,
HD1 6LG

Your ref: DEV/JE/D116-1804

1 October 2018

Hi Julie,

TRO notice for Flockton, ref: DEV/JE/D116-1804 (Traffic Regulation (No.4) Order 2018 - Flockton, Flockton Moor, Emley, Middlestown, Overton).

I'd like to respond to the TRO notice for Flockton, ref: DEV/JE/D116-1804 (Traffic Regulation (No.4) Order 2018 - Flockton, Flockton Moor, Emley, Middlestown, Overton).

As a Flockton resident of about 15 years, I have seen how the heavy traffic has continued to grow, with HGVs - often articulated and many with foreign plates - passing through the village in both directions, despite signage at the Grange Moor end stating that no access is permitted to vehicles over 7.5T. After the digital display signs were introduced, traffic through the village actually increased, rather than decreased... something of a mystery to me.

My main objection about changes to the TRO concern the additional written notice to be applied to the weight limit. I believe that it needs to be very clear, that no vehicles over 7.5T should enter Flockton from Grange Moor, regardless of purpose, i.e. not even if making deliveries, or accessing anyone, private or business. However, this, in my opinion, is really aimed at the massive articulated commercial vehicles. Exceptions should be in place for buses, farm vehicles and emergency vehicles - or Council vehicles involved in essential maintenance.

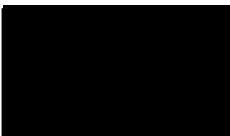
There is what I can only describe as 'a gentleman's agreement' between Kirklees and Wakefield authorities, that HGVs should only travel through Flockton in a one-way gyratory system - HGVs may enter the village from The Bretton (west) side and travel through to the Grange Moor side. HGVs **MUST NOT** travel (east) from the Grange Moor side and travel towards the Bretton side.

Some have suggested an 'except for access' sign with the weight limit sign at Grange Moor, but I would suggest this is too vague and open to abuse. There must be 'no access for HGVs', period. However, the vehicles permitted, as mentioned above, should perhaps be listed.

The villages realise they are not going to stop legitimate traffic, but they are determined that no commercial HGVs should pass through in the wrong direction. Legitimate deliveries can be made by following the appropriate one-way allocated route.

Thank you.

Yours sincerely,



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OBJECTIONS RECEIVED VIA EMAIL

Hi Julie,

I writing to object to the planned TRO for Flockton.

I'm in agreement with other local residents that the new sign(s) should properly enforce the 'agreed with Wakefield' gyratory system, whereby HGVs over the stated weight limit, should only enter Flockton from the east side (Midgley side), towards Grange Moor, and not from Grange Moor, travelling eastwards through the village. Using a sign that says 'Except for access' could possibly be abused by HGV drivers, who pretend that they are making deliveries.

To avoid any confusion, or excuses, HGVs should be made to enter and leave the village in only one direction – regardless of whether they are actually delivering, or not. This is to prevent the through traffic of articulated lorries/HGVs over 7.5Tonnes in both directions through the village.

There are serious safety concerns in the village and the larger vehicles are a major contributor to this, making the school run a nervous and anxious experience. Please don't make it any worse!

Regards,



Hello Julie,

Re the TRO notice for Flockton,

Ref: DEV/JE/D116-1804 (Traffic Regulation(No.4)Order 2018 - Flockton, Flockton Moor, Emley, Middlestown, Overton).

I am writing to you by way of raising an objection to this TRO notice, as a concerned resident of Flockton, where I have lived for almost 30 years now.

As I am sure you are aware, the traffic along the A637 through the village has been the cause of some concern for many years now, with the original TRO being introduced in 1971 as a way of reducing the impact of HGVs on the village, and lessening the possibilities of the larger vehicles meeting up at the road narrowings, causing possible gridlock. This Order also reduced the problems which other nearby villages suffered from, and resulted in the "gyratory" route being set up with diversion signage, operating as it still does today.

Unfortunately, as traffic volume has increased on the road over the years, the numbers (and sizes it must be said) of HGVs have also grown, and with many choosing to ignore the eastbound weight restrictions, the problem has never been truly solved.

The situation has not been helped by the fact that the original TRO has hardly ever been seen to be enforced. I am sure that a check of records will show that. It transpires that this lack of enforcement has been mainly due to the signage and clarity of the wording within the TRO itself as you are aware, hence the proposed changes. Many HGV drivers are no doubt very aware of this and consequently take the shortest route between destinations (ie they ignore the signage, whilst some will say they are unable to understand it, for whatever reason).

Whilst this situation has been looked at, there does not seem to have been much thought given to actually alleviating the problem itself, only clarifying the signage and wording within the Order, which would still allow deliveries by HGVs over the weight limit to be made from the west. Something which was never clear before in fact and has been the cause of much debating, especially these last 7/8 months, as the numbers increased significantly, possibly in part due to the many deliveries to the 2 new developments within the village, both sites being directly off the A637 itself.

My objection is simply to raise the question of why any vehicles over this weight need to enter the village from the western side at all. Apart from emergency services etc and the local farm vehicles, which are currently exempt and should continue to be. Why should others (ie deliveries of any description) be allowed to?

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I am unable to think of any reason as the "gyratory" route in place, going clockwise, should surely be used for all vehicles in order that there is much less chance of any 2 or more vehicles meeting up with each other in places where the road is less than standard width, and pavements are narrow. Often used by residents with small children in tow, slightly older children on their own (especially at school/peak times), others with their dogs, cyclists, even equestrians from time to time, as there are several stables in or nearby.

The current restriction at the Grange Moor end of the road has signage 170 metres south of the roundabout where it meets with the A642 & B6118. Placed at that point originally due to the high number of vehicles utilised by the company there at the time, Hanson's. Much of their work came courtesy of the local pits. When those were phased out, most of the work was too for Hanson's, and they ceased trading sometime during the early 90s from memory. Currently the site is mainly used by Grange Moor Coachworks I believe. I do not have any information as to whether access is required to this site on a regular basis, or if at all.

Judging by correspondence from the Highways department, it would seem that they have no information about this either. If access is no longer required, or is but only rarely, the signage would surely be better placed at the very top of the road. Where it is currently often leads to confusion, especially if drivers have missed, or "missed", not seeing earlier signage. And this does happen.

"Standard practice" is a phrase used all too frequently, and has been used in a communication from the Highway Safety department with regard to allowing vehicles to access properties within areas of the restriction. As it is now apparently. Does "standard practice" apply in all cases? Should it apply in the case of the A637, and if so, then why? The A637 is most certainly not a "standard road" after all, with several parts being less than "standard width", as commented earlier.

Other roads/routes affected by the necessary diversions are also included in this TRO. I am unable to confirm or otherwise what effect this TRO may have on them, or residents within those areas. I am also unable to state what effect there would be on them should all deliveries be banned for any vehicle attempting to go in the "wrong direction" so to speak. Perhaps a separate TRO is required where the A637 is concerned re this matter.

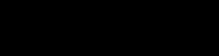
The police have requested this "rewording" of the TRO along with some clearer signage in order to make enforcement easier. The residents, including myself, would certainly welcome more enforcement. A complete ban would make it much easier to "patrol". With resources as limited as they are today, I'm sure they would welcome this too.

I also have to ask if any others have been consulted with regards this matter.

The bus companies are affected, especially where local authorities are concerned, due to facts mentioned before, and the haulage industry most certainly is. What are the Freight Transport & Road Haulage Associations thoughts and concerns?

I'm sure they would all want a far simpler solution to all this. There is one, of course, but one that certain parties in Kirklees Council do not approve of. Another matter though. Thank you.

Yours sincerely



Dear Julie,

We wish to register our objection to the proposed Order referred to above.

Whilst we both feel very strongly that the existing TRO needs clarification and amendment to allow enforcement by the relevant authorities (be that the police or local authority officers, once clarified), we feel that the proposed changes are completely the wrong action to take and will prove even more unenforceable than the existing situation.

Our thoughts are that there should be no traffic over 7.5 tonnes mgw allowed in the restricted direction, with the exception of emergency vehicles, public service vehicles, local authority and utility services vehicles. Deliveries to and from properties and businesses within the restricted areas should follow the recommended gyratory route, thereby eliminating any doubt whatsoever for the enforcing authorities. The current proposals will allow carte-blanche to any vehicle over 7.5 tonnes and will undoubtedly lead to many more 'chancers' taking the restricted routes in the knowledge that they are unlikely to be

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challenged and will be able to claim to have been making a delivery unless they are followed through the entire route by enforcement officers, which is extremely unlikely given the resources available to either the police or the local authority.

The existing number of vehicles flouting the restrictions are already putting people's lives at risk, evidenced by the frequent tyre marks on already too narrow pedestrian walkways where hgv's have had to pass each other on the very narrow road and by the number of people who have been 'clipped' by hgv wing mirrors.

We do however feel that it is vitally important for reasons of safety that the existing TRO is clarified and enforced but that the current proposals will only make matters worse.

The original TRO was made at a time when there were far fewer vehicles on the roads and far fewer properties in the area so it is even more important that the situation is dealt with in the correct manner.

Yours sincerely

I wish to object to the rewording of the signage on the Barnsley Road at Flockton. We have a weight restriction of 7.5t at the moment. This is frequently ignored. If the signage makes it clearer that access to business is allowed for trucks of this size, I am concerned that there will be more violations. We only have 2 shops in the village so there is not a lot of opportunity to say that access is needed. In any case access is allowed from the other end of the village.

The road has become intolerable in recent years. We need truck restrictions to be enforced not slackened.

Please take into consideration the views of residents.

Yours sincerely

[REDACTED]
[REDACTED] Barnsley Road, Flockton

The wording No access to the M1 through Flockton village is not sufficient. HGV drivers use this loophole to drive through the village to go to Midgley or West Breton or Denby Dale or Wakefield. The wording should say No access through Flockton village.

We need your support to enforce the HGV trucks that are ignoring this ruling.

[REDACTED]
[REDACTED] Barnsley Road, Flockton
Wakefield WF4 4AJ